

The LARC Journal

Vol. 61

December 1995

Issue 610



CLUB REPEATERS

VE3TBR

Phone: 807-767-7661
Listen: 146.820 MHz
Txmit: 146.220 MHz
Listen: 444.825 MHz
Txmit: 449.825 MHz

VE3YQT

Phone: 807-767-5492
Listen: 147.060 MHz
Txmit: 146.460 MHz

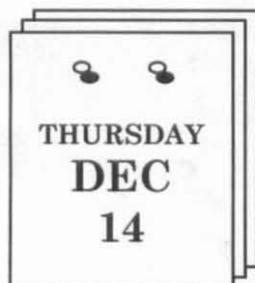
WEEKLY BREAKFASTS

Saturdays 9:30 a.m.
Blue Parrot Restaurant
376 Lisgar Street
(Off Memorial Avenue)

2m MINI-NET

Mondays 7:00 p.m.
VE3YQT Repeater.

NEXT MEETING



7:30 p.m. Room 214
McIntyre Building
Confederation College

SHORTWAVES

If you haven't renewed your LARC dues for this year, please try to get them in before the end of the year, at least! And, speaking of dues, RAC has announced that annual dues are increasing \$2.00 for individual and \$1.00 for blind and family memberships effective January 1st, 1996. The reason is that the cost of paper has risen rapidly in the past few months. This is one of the reasons that I have been pushing the email version of *HI-Q*. I'd hate to see the LARC dues start going up, too.

HI-Q is uploaded to the Online Now BBS in the Community Events email area and The Mailbox BBS which Gary Elder has gone to a lot of trouble to setup an area for the club. Len, VA3LEB also has an Internet homepage setup for the club. The LARC homepage address is: <http://www.foxnet.net/larc.html>. An email copy is also sent to J.P. LeBlanc/VE1RN, RAC's club news editor. He prefers that clubs start sending email instead of printed newsletters. It makes his job easier.

By the way, the RAC home page address is: <http://www.rac.ca>. You can order products from the bookstore, send email to various editors and see what's going on inside RAC.

I hope to write a review of the new ICOM 706 after a few more hours are put on it. My initial reaction is wow! Ergonomically, the ICOM engineers have done a great job to make a highly advanced and small rig that is easy to use and upgrade and fun to operate. ICOM has dropped prices in order to be more competitive in the \$1500-\$2000 transceiver class. The inclusion of all mode 2 metre capability will make this a rig that

everyone will want to buy. For those with Basic licenses, you can operate on 6 as well as 2 metres.

Did anyone read Ian's, VA3RIM's article on Serge, in last month's issue? I congratulate him for a well done interview and a well written story; he did a lot of hard work.

This issue is dedicated to Pat's epic story (4 pages!) about the Irkutsk radio amateurs visit to the Lakehead.

There's a new Canadian award available from the Canadian 2/80 Working Group. The basic award is for working and confirming contacts with Canadian hams with 2x2 callsigns in the 10 provinces and the 2 territories. There is a net that operates at 0400Z Fridays and Saturdays around 3753 to 3760 kHz. For more information, send a SASE to Rudi Saueracker, VE9HS, 2190 Champlain St., Dieppe, NB, E1C 8J9.. *Tnx to QST*.

The Holiday Season is upon us. I hope that everyone will have a safe and happy Chanukah and a safe and very merry Christmas! Remember, try not to overdue things. Please, don't drink and drive.—Ed.

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Founding President
P.J. (Pat) O'Shea, VE3FW
1881-1972

In honour of the memory of our founding president, Mr. P.J. (Pat) O'Shea, the club call sign is VE3FW.

Senate

Bill Roberts, VE3ARN
Keith Fiske, VE3JQ
Bert Lambert, VE3BKY
Ray Greer, VE3CH
Hugh Elliott, VE3EDW
Bill Klemacki, VE3AJ

Executive Board

President: T. Stewardson, VE3TKA,	577-9439
Vice Pres: Ed Baumann, VE3SNW,	622-1216
Secretary: Norm Bell, VE3XRC,	577-9316
Treasurer: "Skip" Wright, VE3BBS,	767-2307
Directors: Ian Mellis, VA3RIM,	577-1628
Dave Horne, VA3DVE,	344-9325
Don Bel, VA3DPB,	473-5482
John Watson, VE3GTX,	683-3199
Mem.Sec: John Watson, VE3GTX,	683-3199
Past Pres: Mark Vukovich, VE3VUK,	345-5856
HI-Q Ed: Robert Mazur, VA3ROM,	344-7731

Club and Newsletter Information

HI-Q is published by the Lakehead Amateur Radio Club, Inc., an Ontario registered non-profit corporation. The opinions expressed or implied in issues of *HI-Q* are those of the author. The LARC assumes no responsibility for the accuracy or the information submitted.

Material in *HI-Q* may be copied for non-profit use provided that credit is given to the source. Contributions related to amateur radio, especially those articles of interest to northwestern Ontario amateurs are encouraged. Material can be submitted in WordPerfect® format or as a text file or via fax to: 807-345-2688 or via packet radio to: VA3ROM@VE3TKA#NON.ON.CAN.NA or voice mail on the VE3TBR repeater to user 159 or via Email to: bob.mazur@oln.com. Send material or dated announcements no later than the 20th of the month in which it is to appear.

To reduce production and distribution costs, advertising at the following per issued rates is accepted: full-page—\$60.00, 1/2 page—\$40.00, 1/4 page—\$20.00 and 1/8 page—\$15.00. Reduced rates (1/3 off) are available upon receipt of advance payment for 10 issues (one full year). Send your ad copy and cheque (payable to the LARC) to the club address listed below. Advertising in *HI-Q* does not imply an endorsement or recommendation of the product or service by the LARC.

LARC membership fees are set for the year as follows: regular—\$30.00, associate—\$20.00, associate (attending ham classes)—\$80.00, student (attending school full-time)—\$15.00 and family—\$30.00 plus \$10.00 for each additional family member living at the same address. *HI-Q* is sent to all LARC members but only one copy is mailed to each address.

Mailing Address

The club mailing address is: The Lakehead Amateur Radio Club, Inc., Suite 184, 1100C Memorial Avenue, Thunder Bay, ON, P7B 4A3, Canada.

Internet Home Page

Len, VA3LEB sponsors an Internet home page for the benefit of the Lakehead Amateur Radio Club. The address is: <http://www.foxnet.net/larc.html>.

Thunder Bay Voyageur Award

The LARC, in cooperation with the City of Thunder Bay, sponsors this award. Anyone working or monitoring 5 Thunder Bay amateur radio stations qualifies. Send your log copy with call signs, dates, times, frequencies and \$2.00 Canadian to the club address listed on this page.

Radio Amateurs of Canada (RAC)

The LARC is a member and active supporter of RAC. Support and protect your hobby by joining today. Contact John, VE3GTX for the details.

If you are renewing your current RAC membership please quote the club's RAC account number *LAK101* on the form.

Yaesu One, Amateur None!

Rumor has it that a local ham, melted the plates on a couple of 6JS6Cs. He did a great job in tuning his G5RV but forgot to do the same for the FT101!

Not to worry, if you go through that spare set of finals, I have a matched set that you can "burn-in", too. Hi! Hi!

It's the only way to really learn what ham radio is all about. My electronics teacher used to say: "Tune for smoke." However, I don't think that he meant that to be taken literally!—Ed.

Ham Hint

Take a pair of 80m mobile antennas, like Hamsticks, a dipole 082 connector mount, any length of 300 or 450 ohm twin lead and feed it from the balanced output of your tuner or just add an in-line balun to the coaxial output. You now have a superb, 14 foot, 3.5 to 50 MHz antenna. Feed it from a VHF tuner and work 2 metres as well! It can be mounted vertically or horizontally.

Remember, that a carefully designed antenna can be reduced to as much as 50% of its full size with only a 1 dB loss in radiated or received signal!

Tnx to Skyware, p. 23 of catalogue.

Meeting Minutes by Norm, VE3XRC

Minutes of a Meeting of the Lakehead Amateur Radio Club held in Room 214 at Confederation College, Thunder Bay, Ontario on November 9, 1995.

The meeting was called to order at 7:30 p.m. by the President VE3TKA, Terry Stewardson with 25 members in attendance.

Minutes of Previous Meeting

The minutes of the previous meeting held October 12, 1995 were published in detail in the November edition of *HI-Q* and mailed to all members. **Motion:** moved by VE3RVA, Bob Hansen and seconded by VA3ROM, Bob Mazur that the minutes be accepted as published. **Carried.**

Correspondence

A letter was read by the Secretary from the Lakehead Amateur Radio Club to Confederation College regarding the unused amateur radio equipment at Confederation College.

Treasurer's Report

Due to the absence of the Treasurer VE3BBS, Skip Wright, the Treasurer's report was read by the Secretary VE3XRC, Norm Bell. The annual 1995 financial statement as of November 9th, 1995 is as follows:

Balance as of October 12, 1995:
\$1,068.04

Income: 1,137.00
Expenses: 558.83

Balance as of November 9, 1995:
\$1,646.21

As the Treasurer was not in attendance to give a breakdown of the expenses for the month, a motion was not put forward.

President's Report VE3TKA, Terry Stewardson

VE3YQT seems to be sounding better. There is still some work to be done by CKPR Television regarding the new tower installation. As soon as they are finished, we will go up the hill and check out VE3YQT.

Club Hats: it was announced that VA3DPB, Don Bel has had some sample hats with the club crest on them made up. The cost will be \$10.00 per hat which includes all taxes. Don will be taking orders.

New Toy: Terry announced that VA3ROM, Bob Mazur has a new toy and has brought it (an ICOM 706) for "show and tell."

Old Business

Grand Marais Link: the repeater is still down.

Bell Tower Sites: the club will be looking for a tower crew for November 18th for work at the Upsala site.

New Business

Antenna Season: under duress and the fact that it was snowing outside at the time and to protect our "butts" on the upcoming tower job at Upsala, it behooved VE3AJ, Bill Klemacki to officially open antenna season with a resounding blast from his horn.

December Meeting: as this will be the last meeting of the Club before Christmas, it will be a "fun" meeting. The homemade CW key contest will once again be held with judging of the keys to take place.

Adjournment: moved by VA3GD, Pat Doherty that the meeting be adjourned. **Carried.**

50/50 Draw: winner of the 50/50 draw was VA3EAP, Judy LeFevre.

Bicycle Dan, Mobile Man

by Dan, VE3DWP

I first got the idea of becoming a ham bike mobile operator from Don, VE3CAP. He suggested that I get a quarter-wave antenna from Glen, VE3JAU. I also bought a 5/8 wave antenna. Garnet, VE3AUP mounted the antenna to my bike and strapped my HTX-202 to the handle bar.

Whenever I ride my bike around town, the police give me some funny looks! I don't care about that anymore and I often say to myself: "You've never seen a bike with antennas before?!"

I have a very good location from where I can into the Calumet repeater (147.315+) to Carl, N8PIT, Brandon, N8PUM and Ted, N8RRT for short QSOs. I also have QSOs with George, W8FWG on the repeater at Hillcrest Park. The other place that I can go is the scenic lookout at The Bluffs.

When I bike around the town, I always have my radio with me. I use a speaker hand mike with one hand and steer the bike with the other! So, between avoiding cars in traffic and potholes in the road, I can usually get in a few quick QSOs.

The bike still has the 5/8 antenna plus I've added a homemade half-wave antenna made from a safety bike flag (lost the flag though, somehow.) The half-wave works around the city but I have never tried to go across the big Lake.

Mobile units with a lot of antennas mounted on them are called "porcupines." That's the nickname that I have given to my bike. She's gone through a few brake pads and cables but still keeps on going.

Winter is here and my old porcupine has been put away, to hibernate, till next Spring.

Now, if I only could find a set of bike mobile all-season steel belted radial tires for her!.

73, Dan.

Irkutsk to Thunder Bay and Return by Pat, VA3GD

The months of planning and expectations finally came to a successful conclusion. Four Radio Amateurs from the Irkutsk Radio Club along with 2 of the wives made the trip to Thunder Bay. This was in response to a visit that Jim, VE3UA and I had made to Irkutsk in 1993. For all but two of the visiting Russians this was their first trip outside Russia. Serge, UA0SR was in Mongolia 10 years before but this was his first trip to a western country. Vasili, UA0SN has traveled to the United States. Vasili's wife Natalia; Alexander, UA0SF; Victor, UA0SHR and his wife Lyuda were going to meet more foreigners than they had ever seen before!

To top off the international flavour of the gathering Ron Thompson, FP5EK and his wife Laura along with their 3 youngsters, Robert, Nathan and Erica were to visit as well. Bill, VE1WWG and his wife Tina, friends of Jim, VE3UA also came to Thunder Bay for the occasion. Since they had a fifth-wheel they had their own accommodations.

The gathering was originally planned for late June but this did not fit in with Ron's plans as he could not leave St. Pierre et Miquelon until the second week of July. They are penpals of Victor and his wife and were looking forward to meeting and visiting with them. We asked the group to delay their arrival in Montreal until at least July 10th. Everyone managed to switch their vacation plans to arrive on July 17th.

Then the fun started. One of the problems in Russia is that the postal service is even slower than ours. Applications for visas have to be obtained from the Canadian embassy in Moscow. Through email, Vasili asked me to have the Canadian embassy fax the application form to Irkutsk so that they could make copies for each in the group. I asked the embassy to fax the forms to Irkutsk and they faxed the rules and application forms. There was only

one problem, they faxed them to me rather than to Irkutsk! We never really straightened this out. I faxed the documents to the Public Fax Office in Irkutsk so that Vasili would have a copy. I did not know that this cost him about \$4.00 U.S. per page and I faxed 10 pages. After reading the rules, Vasili said that "Everything looked great and obtaining visas should be no problem." He did not know Canadian bureaucracy!

They had arrived in Moscow a week early so that there would be time to go to the embassy and arrange for visas. Everyone thought that this was lots of time. A visa to the United States is issued in a day. Monday morning, a week before their scheduled flight, they went to the Canadian embassy. The Canadian immigration rules require a minimum of 3 days for Russians visiting friends to get a visa. The fly in the ointment was that the Lakehead Amateur Radio Club had issued a formal invitation to our Russian friends. Our invitation mentioned meetings and seminars. This was a mistake. As soon as the embassy staff saw meetings and seminars (we all know the meetings and seminars were really barbecues and get togethers where various libations could be indulged in) they said that the Russians were traveling on business and it would take a minimum of 7 days to get a visa. If this held true they would miss the flight to Montreal.

Tickets have to be purchased 3 days ahead of time and you cannot purchase a ticket for an international flight without a passport and a visa. After numerous phone calls and faxes between Murillo, Ottawa and Moscow, a solution seemed possible. On Wednesday, after lunch, I was driving home and Jim told me on 2 metres that my nephew (who was working in my garage) had received a call from the Canadian government and was told that 3 had been

approved with a fax to follow. I thought "We really have a problem."

When I got home, I checked with my nephew and he thought that the call was from Immigration Canada. However, he hadn't written anything down. I called Vasili, in Moscow, to see what he had heard. He was told to come back to the embassy on Thursday afternoon to see about the visas. I went back and reviewed the phone call with my nephew. After an extended and very calm discussion (if you believe that, I have a bridge that I can sell you), I was walking back to the house when my brain woke up. I had applied, on the Russians behalf, for reciprocal amateur radio licensing and the phone call must have been from Industry Canada. I immediately called Vasili back and said "I think that everything is okay."

Meanwhile, he had been trying to figure out who had or hadn't been approved and how he was going to tell them. When they went to the Canadian embassy, on Thursday, things started to smoothen out. We had managed to convince the embassy that the Lakehead Amateur Radio Club was a non-profit organization (this was no revelation to us) and while a formal invitation had been issued it wasn't for the purpose of business. After much discussion, within the embassy, a new ruling and precedent was set. The embassy decided that when non-profit organizations invite Russians to Canada they would be treated as if they were visiting friends and relatives. The visas would be issued within 3 days.

The embassy staff, after an interview with Vasili, worked overtime to get the visas issued. All this went on while the rest of the group waited! They spent a considerable time waiting outside the embassy from Monday to Thursday. You give your name, when you arrive, and wait until you are called. You don't get to meet anyone until

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the visas are issued. It is all handled over the phone. You have to be there and wait because if they call your name and you miss it, you are out of luck. Since they may want to interview anyone in the group. It means that everyone must be there. At the British embassy, people live outside in tents because it takes months to get a visa!

Everything was all set for leaving Moscow, on July 17th, for Montreal. Jim and I had agreed to pick them up in Montreal and drive them to Thunder Bay. My brother had a 16 passenger van and this was going to be our transportation. I had wanted to get it a month early so I could work on it. Instead, I got it 4 days before leaving. It needed some work. We spent 4 days working on it to get it cleaned up and in better mechanical condition. There was some exhaust leakage. When we slowed down, you could smell exhaust fumes. This, while annoying, was not a major problem and would have to wait until the return to Thunder Bay for repair. The motor ran reasonably well, so on Friday July 14th, off we went to Montreal!

We stopped overnight in Sault Ste. Marie with the next stop North Bay for lunch. When we first arrived in North Bay, I heard a familiar voice on the local repeater, it was Ron, FP5EK. This was great! I get a chance to meet Ron and his family before Thunder Bay. We had talked on the radio, telephone and exchanged faxes regularly but had never met. No go, Ron was in Sudbury and talking on the local link. He was scheduled to arrive in Thunder Bay 2 days ahead of us.

All went well until after lunch. The brake warning light came on when Jim started the van. We debated about continuing on as the front brakes seemed to be okay. After talking with some North Bay amateurs on 2 metres, we decided to go to Canadian Tire and see about getting the repairs made. There were no mechanics on duty, so the repairs would have to wait until the next day. We had planned to overnight in Ottawa and then go on to Montreal. This was Sunday afternoon and we had to try to arrange to rent an 8 passenger van. We were lucky, Hertz had one. So, we switched from a '85 Dodge to a '95 Chevrolet. All it took was a bit of plastic!

Canadian Tire told us to call back the next afternoon and get the bad news. It was a good thing that we hadn't tried to drive the van. The front brakes were not much better than the rear brakes! The mechanics said, "No problem." For \$800.00 they would have it ready on our return to North Bay.

Jim and I arrived at the Mirabel airport with the rental van. Excitement started to set in. Was the flight going to be on time? Were they really going to be on it? The flight arrived at 5:10 p.m. Right on time. Mirabel is a beautiful white elephant of an airport. We saw the plane land (a Boeing 767 with Aeroflot colours) and the shuttle busses go to get the passengers. The viewing area overlooks the arrival and departure area so you could see the passengers lining up for immigration and customs. We saw some blue baseball caps with Russian callsigns in

the crowd. Our guests had arrived! They cleared the authorities with no problem and after a lot of handshaking and hugs, we loaded up the van.

They must have thought, "What luxury!" when they saw the new van. We told them that it was rented and that we would pick up our repaired vehicle in North Bay. I had told Vasili, by email, that we would be traveling in an old 1985 van, so be prepared. The Ottawa Valley Mobile Radio Club arranged billets for our visitors. Since our budget was already stretched, this would ease our financial crisis and also let our visitors meet some other hams besides the ones in Thunder Bay.

Our first stop in Ottawa was at Duncan's, VE3OM's where he and his wife had arranged for food and refreshments. It can't be said that anyone ever left Duncan's house hungry or thirsty! Rob, VE3YE, the editor of *The Canadian Amateur*, met us to take some pictures. Rob only intended to stay for a few minutes but between our gracious hosts and talking with our visitors, he managed to spend the evening.

Serge would stay overnight with Duncan. Leaving Duncan's, much later than we thought we would, we started to drop off our other visitors, Victor and Lyuda would stay with Archie, VE3NJY; Alexander would stay with Bob, VE3SUY and Vasili and Natalia would stay with Ralph, VE3BBM.

The next morning, it was in the reverse order to pickup everyone and get on the road. What can you say about spending 2 days driving across Canada? The scenery from Montreal to Sault Ste. Marie was not very exciting, but the company was excellent. Our visitors had their first fast food in North Bay at a small hamburger place while we waited to get the van. This, through the whole trip, except for a couple breakfasts, was the extent of our restaurant eating.

We traveled from North Bay to Sault Ste Marie where we had arranged for our visitors to stay with Mike, VE3MER and his wife Linda. We arrived a couple of hours later, than we had expected, so we did not have time to pick up bread and cold cuts to feed the crew. We had intended to have supper on the road. Mike and Linda came to our rescue with Mike cooking hamburgers on the barbecue by flashlight. He does a heck of job with hamburgers by flashlight. He must be great at it when he can see what he is doing! Jim and I had intended to spend the night in a motel. Mike, however, had arranged to borrow his neighbour's small trailer. This meant that we could stay together and gave us our first chance to relax and swap stories. Tony, VE3DWI and his wife Marilyn, VE3MXT spent the evening with us as well. After a few libations, things were just getting rolling, when everyone decided that the prudent course would be to hit the sack and get some sleep. Serge had never slept in something like a house trailer before. To Serge, this was a new and enjoyable experience. After a good night's sleep, we had pancakes and sausages in the morning and then went on to Thunder Bay.

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I think that one of the best parts of traveling was stopping to eat at the small road side parks. The parks are always by a river or small lake. Since Jim and I were driving, we stuck to cold cuts and pop. Our guests dined, in Russian vacation style, on cold-cuts and vodka. A notable feature of the roadside parks were the well maintained privies. When you're on the road for a while, you get to be a connoisseur of privies. Our guests didn't comment on the fact that they all had toilet paper. When traveling through Russia, you carry your own. Up until leaving Sault Ste Marie, the scenery was very much like Russia. Outside of the main cities, all that we saw was pavement, rocks, trees, rivers and some small lakes.

We had decided to return on Highway 17, along the lakeshore, so that they could see the spectacular scenery. However, the weather did us in. It was rainy and foggy all the way to Thunder Bay. Except for stopping at Wawa and seeing the biggest goose in creation, we were just putting on the miles to get home.

The range of VE3YQT, the Thunder Bay repeater, was extremely good and we started to hit the repeater before Rosspoint. We did cause some confusion. Not too many hams were used to hearing the callsign VE3/UA0SR/mobile! As we got closer to town, more people came on the repeater to say "Hello." One of them was Ron, FP5EK. Apparently he had been delayed and instead of being two days ahead of us, he was only a few hours ahead. He was getting the final directions to my house. Laura and Ron, after traveling over a week with three youngsters, were anxious to get at the washer and dryer to catch up on laundry. Ron's final word to us, from the 2 metre radio in my kitchen, was that he would see us when we got home. He was going to hit the shower. After two days on the road we had arrived!

It is a good thing that our Russian visitors were used to long distances. Serge had traveled 3-1/2 days, by train, to get to Moscow. Flying on a direct flight to Moscow takes about 6 hours. Good news, my sister Val, who lives next door, had prepared vegetables along with a roast and gravy. We could have supper when we arrived. Between Jim and myself, we had managed accommodations for the first couple of days. Jim had 4 people and I had 7. Ron and Laura and the youngsters took over the main bedroom; Serge and Alexander took over the small bedroom and I moved to the daybed in the front room. I should have set up in the radio room but that would have stopped Serge from playing radio until the wee hours. One night, he worked DX on 20 metres until 4:00 a.m. I don't know who had it better but with a cot and two mattresses on the floor Ron and Laura were the most crowded. On the third day, Alexander moved in with Terry, VE3TKA so Serge ended up with a bedroom all his own until the night before we had to set out to Mirabel. We did all the usual tourist things; Old Fort William, Kakabeka Falls etc., as well as a special boat tour of Silver Islet conducted by Captain Tom, VE3YTB/N3JMA.

Shopping was one of the main events for our visitors. While Thunder Bay does not have malls as big as those in Ottawa or Toronto, there is a good selection of stores. The quality of the goods impressed our visitors. With the changes going on in Russia, there are a wide variety of goods available but the quality is poor. Most of the goods come from mainland China.

In the evenings, we were wined and dined at various amateur and non-amateur residences. John, VE3GTX and Carol; Terry, VE3TKA and Pat, VE3RVA and Gail; Skip, VE3BBS and Linda along with my sister Barbara and her husband Chris were our generous hosts. There was no shortage of food and drink. I would say that our visitors had a chance to sample a cross section of each.

John, VE3GTX has a specialty called "plastic hot dogs." Young Nathan was eating his barbecued hot dog and making various comments about its quality (it tasted like plastic). Laura, at first, said "Don't be silly, eat your hot dog." Upon investigation, we found the reason that they tasted like burnt plastic. The wieners came in a sealed package of a dozen. In addition to this, which we did not notice, was that each one was individually wrapped (only in Canada you say). We had wondered why they browned so fast! No harm done, although Nathan was a bit upset the next morning but he was okay later in the day. I could say that everything was wrapped up satisfactorily but I won't.

On Friday, the day after our arrival in Thunder Bay, our visitors participated in the "Kids of Steel Marathon" and on Saturday morning the Boulevard Lake Triathlon. Serge and Vasili handled the communications at a couple of check points. This was their first time in being involved in a public service radio event. On Saturday afternoon, the Lakehead Amateur Radio Club sponsored a barbecue at my house. Fifty to sixty people turned out, a really good showing. The weather was great, sunny and warm. The camcorders and cameras had a busy afternoon and early evening. Laurie, VE3BCD brought his remote controlled helicopter with him and gave a demonstration flight in the evening. You could see he stuck to pop during the day as it flew straight and level!

Every Saturday morning, the amateurs from Thunder Bay and the surrounding area gather for breakfast at the Blue Parrot Restaurant. The normal turnout is from 12 to 30 people. Because of the triathlon, on a Saturday morning, the breakfast at the Blue Parrot was canceled. We switched it to Sunday morning and we had a record turnout! On Sunday afternoon, we traveled to Trout Lake to stay at the Boy Scout camp, which is very close to Skip's, VE3BBS' lakeshore home. Ron's Mom and Dad; Ken, VE3EHT and his wife Angela were traveling through Thunder Bay going west and they joined us for the evening at Skip and Linda's home. Since Jim, I and our Russian guests were to overnight at the Scout camp, there was a bedroom open at my house. Ron, Laura and the youngsters along with his parents returned to my

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house to spend the night. This gave them the chance to visit and see his parents off in the morning. On Monday morning, Skip fired up his mother-in-law's steam bath, she lives next door to him. Natalia and Lyuda took advantage of this and then went for a swim afterwards. Alexander, who is very interested in anything mechanical, steam heated or steam driven, had to have a look at the steam bath. After looking it over, Skip said "Let's go back to the house." and walked out the door. He had gone along the path for a short distance when he noticed that he was talking to himself. Sasha (Alexander) was not in sight. When he walked back to the steam bath he heard the sound of water being poured. The mystery was solved. Alexander was having a steam bath! Steam baths are very popular in Russia but they run them much hotter.

On Friday evening, the day before we had to leave for Mirabel, Natalia and Lyuda prepared a Russian dinner. Many Thunder Bay amateurs came to say "Goodbye." The fortunate ones got there early enough to join us for dinner. The fun and games were ending and it was time to get on the road to Mirabel so that our visitors could catch the flight home. On Saturday morning, July 29th, we loaded up the van. I don't know if they arrived with more luggage than they were leaving with. They had brought books, gifts and souvenirs which were presented to their various hosts. I know that these will be treasured by those who received them. As well, in their spacious suitcases, were an excellent selection of a vodka produced in Irkutsk. While some of this selection ended up in liquor cabinets, others were given suitable last rites. We left Ron, Laura and the youngsters at my place looking to get away about noon. Ron had said the night before they were going to get away early. Good luck! He was up early but the rest of the family was not.

We said "Goodbye" and wished them a good trip home. I said "When you get ready to go, lock the door and leave the key with my sister." We decided to take the northern route to Montreal. The view would have been better along the lakeshore but the hills eat up a lot of gas. The van was not an economical vehicle. We stopped in Long Lac for coffee where Harvey, VE3FQH; Gwen, VE3GEQ and Hugette, VE3BZH joined us. Hugette had just returned from Yugoslavia. She is much braver than I am as it is not my idea of a vacation spot. Unfortunately we did not have much time to hear of her adventures. It on to Cochrane to spend the night. Supper that evening was pizza, ordered in; not exactly a luxurious repast but it was adequate.

On Sunday morning, after an early breakfast, it was on to Ottawa where we arrived about supper time. We were talking to Archie, VE3NJY and Ralph, VE3BBM on 2 metres. It was decided by the group that we would do the same, as in Cochrane, with two couples sharing one room and four fellows sharing the other. A bit crowded but it kept the expenses down and allowed the

group to spend the last evening together. Archie and Ralph dropped down to the Comfort Inn to say "Hello" and visit. Ralph brought down some liquid refreshment that was 12 years old. He had been saving for about 10 years. Let's just say it was very smooth. As one of our guests found out it may have been smooth but the hangover that it produced in the morning was not. That smooth stuff really sneaks up on you!

Jim was intent of spending the last morning sightseeing in Canada's capitol city but our visitors had other ideas. The St. Laurent mall is just a stone's throw from the motel. Rather than look at old and historical buildings, Russia has many more than we do, our friends decided that they would rather go through the mall. Since we had to go to Sears, in the mall to pick up some mail orders, it worked out very well. Our friends were scheduled to leave Mirabel at 5 p.m. and we cleared Ottawa by about 10:30 a.m. We had figured that we had lots of time. It was on to Valleyfield where we stopped by the river to have lunch. There went the last of the vodka and lunch ran a bit longer than we had planned. One of the interesting comments made at lunch was by Alexander. He said that in Russia foreigners are looked up to and treated with respect, he said that "He felt like a foreigner." It was his way of saying how he felt that he had been treated in Canada.

Now, all we had to do was find Mirabel. On the first trip to Mirabel, Jim and I had ended on a small road that stopped in some farmer's field. The main roads were undergoing construction and signs for the airport were not in place. I thought to myself "We better not get lost this time!" The clock was ticking and flight time was getting closer. I kept glancing at my watch and when I saw 3:00 p.m. and we were still not there, doubt started setting in. Fortunately, 20 minutes later, we looked up and saw that there were planes going overhead.

At 3:30 p.m., with 1-1/2 hours until flight time, our guests lined up at the counter to arrange boarding passes. At 4:15 p.m., it was time to say "Goodbye." It's tough to say Goodbye to friends without the eyes getting moist. While we are going to keep in touch through email and radio it's not like sitting at the same table. I know that our friends also had mixed emotions. But, they had been away from home for almost a month, with the traveling and the waiting time in Moscow. They were anxious to be reunited with their families, yet they would miss Canada. Natalia said it best in a message to Jim. She said "Sometimes I would dream that I was flying to Canada but I kept waking up before I got there."

All of our guests were great. Everyone got along extremely well. Around the coffee tables after their departure the experiences were being relived. Amateur radio is a unique meeting ground. It gives that common bond from which you can expand friendships.—73 es DSV—Pat, VA3GD.

The Father of Amateur Radio by Fred Hammond, VE3HC

The following article was submitted by Jim, VE3UA from the club archives. This is a reprint from a December 1964 QST, I believe—Ed.

John L. Reinartz

1894—K6BJ, 1XAM, 1QP—1964

John L. Reinartz was born in Krefeld, Rhine Province, Germany on March 6, 1894. He was the oldest of 7 children. In 1904, the family settled in South Manchester, Conn., where Reinartz' father was a farmer.

Reinartz first became interested in radio in 1908, while browsing through the magazine racks at a small candy store near school. He read of wireless and its fundamental equipment and practices in *The Electrical Experimenter*. Saving the 10 cents a day that he earned working for the local blacksmith, he bought the secondary of a 1 inch spark coil that he saw advertised. He used iron wire for the core and bell wire for the primary. The electrolytic interrupter for the spark coil was home made. He made a coherer from a quarter-inch glass tube, filled with nickel filings. Using his own initials he went on the air as "JL".

Reinartz married Gertrude Hazen, the daughter of a neighbour farmer, in 1916. Also, in 1916, he trained at Camp Upton and then taught code to military operators.

By 1921, Reinartz developed the Reinartz tuner. It was given wide publicity; thousands were built and it was the predecessor of most current receiving set tuners. He was also publishing a magazine distributed free on *How to Build Receivers and Transmitters at Low Cost*. His writings on the tuner and its improvements were published in *QST*, June 1921, March 1922 and October 1922. He published on a new circuit for a transmitter in June 1923. In 1923, he was the American Radio Relay League assistant manager for Connecticut.

A major achievement of Reinartz' early radio work was the first successful two-way trans-Atlantic communication on November 27, 1923.

Three men took part in the attempt; Reinartz, F.H. Schnell of Hartford, Conn., traffic manager for the American Radio Relay League and M. Leon Deloy at 8AB Nice, France. All used a Reinartz circuit developed on the basis of a

Westinghouse 50 watt tube. Reinartz had developed a single tuner able to sweep from 200 metres down to 29 or 28 metres. Reinartz had given Deloy the circuit when Deloy was in Chicago for a convention of the American Radio Relay League. The men then made arrangements for the trans-Atlantic radio contact and broke the record for shortwave radio.

Five messages were received by Schnell and Reinartz. Schnell at 1MO, in Hartford and Reinartz at 1XAM, in South Manchester. Two messages were received by Deloy. The two-way messages were handled for a period of 2 hours. They worked on a wavelength of 100 metres from 9:30 to 10:30 p.m. on successive nights. The book *200 Metres and Down* recorded the event.

Through 1923 and 1924, he worked on the problem of "skip" in shortwave communications. His experiments published in the April 1925 issue of *QST* credited the "Heavyside Layer" (today called the Ionosphere) with bouncing back radio signals. This "Reflection Theory of Short Waves" explained the phenomenon whereby a low power transmitter could send shorter waves to its immediate area and then, after passing a "dead space" (today called the "skip zone"), could be received again at longer distances.

Using this theory in his experiments he was able to communicate across the nation for a daylight record. In 1925, he reached Ed N. Willis at 6TS, Santa Monica, CA with a 20 metre transmission sent at noon rather than during night hours.

His work attracted the attention of then Lt. Cmdr. Richard E. Byrd who asked him to handle communications with civilization on an Arctic expedition. Some of his transmissions were received by Arthur Collins of Collins Radio, then a high school boy, who cut classes to get back to his rig for the communications.

For his work with Byrd, Reinartz was commissioned a lieutenant in the Naval Reserve, in 1927. After the Arctic tour of duty, he experimented for the Navy and also for what is now the University of Connecticut. These later experiments were on measurements of voltage generated by growing plants.

In 1933, Reinartz joined the Radio Corporation of America. As a naval reservist he ran weekly classes via

radio for the men of the 3rd Naval District. In 1938, Reinartz was recalled to active duty in the Navy as a personnel officer assigned to assemble eligible experienced radio personnel for training and research. By the time of the attack on Pearl Harbor, he had assembled a list of 720 reserve officers and 3,500 enlisted reserves who were quickly assigned to communications duties.

Reinartz moved on to other Navy jobs including head of Naval Research Laboratories Radio and radar Division. Later, on the West Coast, he was in charge of modification of airborne radar equipment used in the Pacific. Reinartz served in the Navy, until 1946, achieving the rank of captain.

In 1946 he rejoined RCA. Reinartz and his wife came to California in 1949 where he joined EIMAC as manager of the Amateur Service Department. Reinartz held a total of 28 patents. Several aided in the development on communications for World War II.

He developed the loop antenna used in microwave radar, a super-regenerative receiver which makes radio reception more readily possible in very high frequencies and "duo-inductor" for increasing efficiency of shortwave transmission tubes. He also developed radio equipment for archeological and meteorological studies made by the University of Michigan in exploring life on and above the Greenland land mass.

Reinartz' trail-blazing work in radio was recognized in 1958 when he was named a Fellow of the Institute of Radio Engineers. He was also a member of Explorers Club of New York, the American Polar Society, the American Radio Relay League and was an associate member of the Naval Institute.

Reinartz retired on January 30th, 1960, from his post at EIMAC. On February 1st, 1960, a testimonial dinner for Reinartz was held in San Matco, where dignitaries and Amateur Radio friends from various parts of the planet celebrated and wished him well. Reinartz and his wife, Gertrude, settled near Santa Cruz, in Aptos California where he remained until his death on October 5th, 1964.

The first Maxim Medal was awarded to John L. Reinartz, just a few weeks before he died, by ARRL Pacific Director, Herbert Hoover, Jr.